Appendix E

Comment Forms Received at Bayview Hill Community Centre
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? 148 347

2. Which public open house did you attend?
   □ November 23, 2016 (Pierre Elliot Trudeau High School)
   □ November 24, 2016 (Markham Museum)
   □ November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   □ Direct mail / Flyer □ Newspaper Ad □ Email from the project team □ Word of Mouth
   □ Other (please specify) __________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   □ Yes □ No

   Enter a valid Email Address: ____________________________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   □ Yes □ No
   Comments: __________________________________________________________

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   □ Yes □ No
   Comments: __________________________________________________________

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   □ Yes □ No

Comments: ※But concern about air quality※
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments: [No Comment]

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments: [No Comment]

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes  ☑ No  Comments:


12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☐ Option 4: Underpass (road lowered under the rail tracks)

Comments:


Please share any other comments you may have related to the 16th Avenue EA studies:


Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:

* should have VIVA (public transit) from 16th Ave directly to the Finch Subway to maintain public interest to take public
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

Cathy Parmer
Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 Ext 75560
Email: roads.ea@york.ca

For more information on the study please visit www.york.ca/16thavenue

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? H3R 2X2

2. Which public open house did you attend?
   □ November 23, 2016 (Pierre Elliot Trudeau High School)
   □ November 24, 2016 (Markham Museum)
   □ November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   □ Direct mail / Flyer  □ Newspaper Ad  □ Email from the project team  □ Word of Mouth
   □ Other (please specify) __________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   □ Yes  □ No  Enter a valid Email Address: __________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   □ Yes  □ No  Comments: Too much traffic moves too slow

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   □ Yes  □ No  Comments: __________________________

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   □ Yes  □ No

Comments: __________________________
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousins Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

9. The preferred solution for 16th Avenue between Donald Cousins Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☑ Yes ☐ No

Comments:
12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☒ Option 4: Underpass (road lowered under the rail tracks)

Comments:

I love my city, I have been the member for 30 years. I wish to have a better outcome of this kind of open house! A concentrate presentation is a need through the whole period of open house 6:30 - 8:30 (presentation: 7:00 AM).

Please share any other comments you may have related to the 16th Avenue EA studies:

I appreciate your good intention for collecting the public comments and feedbacks. But please do more marketing through social media systems and motivate more community members to involve and collaborate together for rebuilding our better city (long-term achievement & well-being).

Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:

Cathy Parmer
Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 Ext 75560
Email: roads.ea@york.ca

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1. What is your home postal code? 

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [ ] November 24, 2016 (Markham Museum)
   - [x] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [ ] Direct mail / Flyer
   - [x] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ________________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes
   - [ ] No
   - Enter a valid Email Address: ________________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes
   - [ ] No
   - Comments: More capacity is required, more funding is required & better transit

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [x] Yes
   - [ ] No
   - Comments: Consider the potential to widen 16th to York/Durham Line due to potential within 10-12 years for Pickering Airport

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [x] Yes
   - [ ] No

Comments: ________________________________
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☒ No

Comments:

Consider widening within 10-12 years if traffic demand is approved.

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

Same comment.

The 16th Avenue could become connection to arterial road from YD line all the way to Brock Road.

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☒ Yes ☐ No

Comments:

Odd tactic but safer for pedestrians & cyclists.
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Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
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11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?
☐ Yes  ☐ No  Comments:

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?
☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☐ Option 4: Underpass (road lowered under the rail tracks)
Comments:

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16th Avenue Environmental Assessment Studies

Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
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1. What is your home postal code?  L4E 3E3

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [ ] November 24, 2016 (Markham Museum)
   - [x] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [ ] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [x] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) _______________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes
   - [ ] No
   - Enter a valid Email Address: _______________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [ ] Yes
   - [x] No
   - Comments: INCREASING THE NUMBER OF LANES IS A BAD IDEA. WE DO NOT NEED MORE BUS LANES. RESIDENTS WILL NOT GET OUT OF THEIR CARS TO GO ON BUSES, THEY WILL GET OUT OF THEIR CARS TO GET ON LIGHT RAIL TRANSIT.

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [x] Yes
   - [ ] No
   - Comments: FOCUS ON UTILIZING THE BUS INFRASTRUCTURE THAT WAS BUILT ON HWY 7. THIS IS A BIG WHITE ELEPHANT & WASTE OF MONEY!

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [ ] Yes
   - [x] No

Comments: BAD IDEA ADDING TRANSIT (THIS IS CAUSE REGRETTABLE COSTS)
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:


9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:


10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?
   □ Yes □ No Comments:

   

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?
   □ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
   □ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
   □ Option 3: Overpass (road raised over the rail tracks)
   □ Option 4: Underpass (road lowered under the rail tracks)
   Comments:

   

Please share any other comments you may have related to the 16th Avenue EA studies:

   THIS FEELS LIKE A REPEAT OF HWY 7  GRADE TRANSIT UPGRADES
   A HUGE WASTE OF MONEY THE FOCUS
   SHOULD BE ON WAYS TO IMPROVE HWY 7 TRANSIT INFRASTRUCTURE

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2. Which public open house did you attend?
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   - [ ] Yes
   - [x] No
   - Enter a valid Email Address: _______________________________________

**Problem and Opportunity Statement:**

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes
   - [ ] No
   - Comments: _________________________________________________________

**Evaluation Criteria:**

6. Are there any additional evaluation criteria you would like considered?
   - [ ] Yes
   - [ ] No
   - Comments: _________________________________________________________

**Alternative Solutions:**

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [x] Yes
   - [ ] No

Comments: ____________________________________________________________
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   ✔ Yes ☐ No

Comments:


9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?
   ☐ Yes ✔ No

Comments:


10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?
    ☐ Yes ✔ No

Comments:
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?
   □ Yes □ No   Comments:

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?
   □ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
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   □ Option 4: Underpass (road lowered under the rail tracks)
   Comments:

Please share any other comments you may have related to the 16th Avenue EA studies:

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Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? L4G 0R5

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [ ] November 24, 2016 (Markham Museum)
   - [x] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ___________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes
   - [ ] No
   - Enter a valid Email Address: __________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [ ] Yes
   - [x] No
   - Comments: __________________________________________

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [x] Yes
   - [ ] No
   - Comments: __________________________________________

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [x] Yes
   - [ ] No

   Comments: __________________________________________
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:
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11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes  ☐ No  Comments:


12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)

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☐ Option 4: Underpass (road lowered under the rail tracks)

Comments: overpass as near 16th & Red Maple

is not a good solution.

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   □ Other (please specify) ________________________________

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   □ Yes □ No  Enter a valid Email Address: _______________________________________

Problem and Opportunity Statement: 

5. Do you generally agree with the problems and opportunities identified for 16th Avenue? 
   □ Yes □ No  Comments: ___________________________________________________________

Evaluation Criteria: 

6. Are there any additional evaluation criteria you would like considered?  
   □ Yes □ No  Comments: public transit usage percentage/population:

Alternative Solutions: 

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?  
   □ Yes □ No  
   Comments: Make the bayview and yonge from North to South widen first.  
   16th Ave has no need at least in the next 10 years.
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

considering the cost, environment, safety and effectiveness, it is no need to add one more lane on each side for public transit at this point.

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:


10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?
   [ ] Yes  [ ] No  Comments:

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?
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   Comments:

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1. What is your home postal code?  L4B 3G7

2. Which public open house did you attend?
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   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ________________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes  [ ] No  Enter a valid Email Address: __________________

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes  [ ] No  Comments: especially east 16th/404 E/S.

6. Are there any additional evaluation criteria you would like considered?
   - [ ] Yes  [x] No  Comments: ________________________________

7. Alternative Solutions:
   The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [ ] Yes  [x] No

   Comments: ________________________________
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☑ Yes □ No

Comments:

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☑ Yes □ No

Comments:

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes □ No

Comments: This is the safest alternative!
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes ☐ No Comments:

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☐ Option 4: Underpass (road lowered under the rail tracks)

Comments: 

☐ ☐ Comment

Please share any other comments you may have related to the 16th Avenue EA studies:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
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Cathy Parmer
Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 Ext 75560
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Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? ____________________________

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [x] November 24, 2016 (Markham Museum)
   - [x] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [ ] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [x] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ____________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [ ] Yes  [x] No  Enter a valid Email Address: ____________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes  [ ] No  Comments: ____________________________________________

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [ ] Yes  [x] No  Comments: ____________________________________________

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscoping. Do you generally agree with this recommendation?
   - [x] Yes  [ ] No

   Comments: ____________________________________________
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☑ Yes □ No

Comments:


9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☑ Yes □ No

Comments:


10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes □ No

Comments:


11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes  ☐ No  Comments:

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)

☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)

☐ Option 3: Overpass (road raised over the rail tracks)

☐ Option 4: Underpass (road lowered under the rail tracks)

Comments:

Please share any other comments you may have related to the 16th Avenue EA studies:

________________________________________________________________________

Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

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16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? L4C 8R6

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [ ] November 24, 2016 (Markham Museum)
   - [x] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ________________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes
   - [ ] No
   Enter a valid Email Address: ________________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes
   - [ ] No
   Comments: ______________________________________________

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [ ] Yes
   - [ ] No
   Comments: ______________________________________________

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [x] Yes
   - [ ] No

Comments:
But I endorse narrower traffic lanes; the current ones on 16th Ave are too generous.
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Looks like a decent idea if it looks safe for cyclists and pedestrians. If it looks scary, people will avoid it.
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes ☐ No
Comments:


12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☐ Option 4: Underpass (road lowered under the rail tracks)

Comments:


Please share any other comments you may have related to the 16th Avenue EA studies:


Name (please print): ____________________________
Mailing Address: ______________________________
City: ____________________________ Postal Code: __________________
Email Address: ____________________________

Would you like to be added to the project mailing list?
☐ Yes ☐ No

Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

Cathy Parmer
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16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? L6C 2C7

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliott Trudeau High School)
   - [x] November 24, 2016 (Markham Museum)
   - [ ] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ___________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes
   - [ ] No
   Enter a valid Email Address: ___________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes
   - [ ] No
   Comments: Traffics are the worst during peak hrs (morning & evening)

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [x] Yes
   - [ ] No
   Comments: lack of sidewalks, bike lanes & long time waiting traffic light

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [x] Yes
   - [ ] No

Comments: Some of the section should consider separating the transit lane & HOV. Putting the HOV line in the middle & bus lane on the sides cause buses are frequently making stops.
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:
Bike lanes & sidewalks are the most needed for this section. Also some way to increase the safety for bikers & pedestrians.

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:
Can't comment on it. Not a frequently user of this road. But I would suggest to widen it to 4 lanes.

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:
Please come up some solutions to prevent collisions especially for cyclists & pedestrians.

11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☑ Yes ☐ No Comments:
16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

- Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
- Option 2: Improve at-grade crossing (road and rail tracks at the same level)
- Option 3: Overpass (road raised over the rail tracks)
- Option 4: Underpass (road lowered under the rail tracks)

Comments:

Overpass or underpass will cost more than the first two options but I consider it is the best for preventing collisions.

Please share any other comments you may have related to the 16th Avenue EA studies:

Well done on solving the problems but do consider identifying keeping the slow traffic on the sides of the HOV lane in the middle.

Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:

Cathy Parmer
Communications and Community Engagement Specialist
The Regional Municipality of York
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16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? L4B 2E4

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [X] November 24, 2016 (Markham Museum)
   - [X] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [ ] Direct mail / Flyer
   - [X] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ________________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [X] Yes  [ ] No
   - Enter a valid Email Address: ________________________________

**Problem and Opportunity Statement:**

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [X] Yes  [ ] No
   - Comments: ________________________________________________

**Evaluation Criteria:**

6. Are there any additional evaluation criteria you would like considered?
   - [ ] Yes  [ ] No
   - Comments: Just concerned the HOV bus lanes will have sufficient ridership to justify cost

**Alternative Solutions:**

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [X] Yes  [ ] No

Comments: Right now from Valleywood to 404 is a nightmare in morning & evening rush hour
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments: nc

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments: no

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments: after receiving explanation about dangers for pedestrians & cyclist using alternative 2 sided approach
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes ☐ No Comments:

☐  

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☐ Option 4: Underpass (road lowered under the rail tracks)

Comments:

☐  

Please share any other comments you may have related to the 16th Avenue EA studies:

Please leave your completed Comment Form in the drop box or send your comments (by December 31, 2016) to:
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Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
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16th Avenue Environmental Assessment Studies
Yonge Street to Woodbine Avenue, and Woodbine Avenue to York/Durham Line
Open House #1 - November 23, November 24, and November 30, 2016

1. What is your home postal code? ____________

2. Which public open house did you attend?
   - [ ] November 23, 2016 (Pierre Elliot Trudeau High School)
   - [ ] November 24, 2016 (Markham Museum)
   - [x] November 30, 2016 (Bayview Hill Community Centre)

3. How did you hear about the open house? Select all that apply.
   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Other (please specify) ________________________________

4. Do you provide consent to be entered into a prize draw for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card:
   - [x] Yes  [ ] No  Enter a valid Email Address: ____________________________

Problem and Opportunity Statement:

5. Do you generally agree with the problems and opportunities identified for 16th Avenue?
   - [x] Yes  [ ] No  Comments: _____________________________________________

Evaluation Criteria:

6. Are there any additional evaluation criteria you would like considered?
   - [x] Yes  [ ] No  Comments: ____________________________

Alternative Solutions:

7. The preferred solution for 16th Avenue between Yonge Street and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?
   - [x] Yes  [ ] No

Comments:
8. The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

☐

---

9. The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:

☐

---

10. The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

☐ Yes ☐ No

Comments:
11. Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

☐ Yes  ☐ No  Comments:

________________________________________________________________________

________________________________________________________________________

12. Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

☐ Option 1: Maintain at-grade crossing (road and rail tracks at the same level)
☐ Option 2: Improve at-grade crossing (road and rail tracks at the same level)
☐ Option 3: Overpass (road raised over the rail tracks)
☐ Option 4: Underpass (road lowered under the rail tracks)

Comments:

________________________________________________________________________

________________________________________________________________________

Please share any other comments you may have related to the 16th Avenue EA studies:

________________________________________________________________________

traffic issues on Red Maple - heavy/fast

from High Tech to 16th - speed bump??

parking needs (a whole lane or one side for parking)

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Appendix F

Summary of Online Comment Form (Survey) Responses
**16th Avenue Online Survey #1**

The first online survey for the 16th Avenue Environmental Assessment studies was posted to the project webpage [www.york.ca/16thavenue](http://www.york.ca/16thavenue) as shown below. The survey was opened on November 23, 2016 and closed on October 12, 2017. Interested members of the public were instructed to review the open house 1 display materials on the website and complete the online survey to share their feedback. The questions in the first online survey were the same as those provided on paper comment forms at the first open house held in November 2016. The following document summarizes the comments and feedback received from the online survey; a total of 409 responses were collected. A summary of the survey responses is provided in Appendix A.

### 16th Avenue EA

**Environmental Assessment Studies A and B**

The Regional Municipality of York is beginning two transportation Environmental Assessment Studies (EA Studies) for 16th Avenue. **Study A** is between Yonge Street and Woodbine Avenue in the Town of Richmond Hill and the City of Markham and **Study B** is between Woodbine Avenue and Yonge/Durham Line in the City of Markham.

The two EA Studies will identify possible improvements to 16th Avenue to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along this corridor.

---

**How would you improve 16th Avenue?**

Share with us your ideas to improve traffic and transit while creating a space for cyclists and pedestrians.

Take the Survey for a chance to win a bicycle, cycling accessories or a $50 pre-paid PRESTO card.

Please view Part 1 and Part 2 of the displays presented at the November Open House.

---

![Figure 1: Project Website (www.york.ca/16thavenue)](www.york.ca/16thavenue)
The online survey was promoted on the Region’s Facebook and Twitter accounts, through the Notice of Open House and at pop-up events at five GO Transit stations in and around the study area. At the GO Station pop-up events, postcards were distributed to the public during the morning commute hours which notified the public of the 16th Avenue EA Studies and asked for public input on the recommendations. The postcard provided respondents with a link to York Region’s 16th Avenue project webpage (www.york.ca/16thavenue) where they could view the display boards from the first public meeting and fill out the online survey. The dates and locations of each pop-up event are summarized below, as well as the number of postcards distributed at each event:

- Centennial GO Station: February 8th, 2017 – approx. 600 postcards distributed
- Richmond Hill GO Station: February 14th, 2017 - approx. 800 postcards distributed
- Langstaff GO Station: February 15th, 2017 - approx. 800 postcards distributed
- Markham GO Station: February 21th, 2017 - approx. 600 postcards distributed
- Mount Joy GO Station: February 22th, 2017 - approx. 800 postcards distributed

Figure 2: Postcard
Appendix A
Survey Response Summary
**Question 2 (409 Answered):** Which public open house did you attend?

![Pie chart showing responses to Question 2]

**Question 3 (409 Answered):** Have you viewed the display boards either at the open house or on the study website at york.ca/16thavenue?

![Pie chart showing responses to Question 3]
Question 4 (409 Answered): How did you hear about this survey and/or open house? Select all that apply.

How Did You Hear About This Survey and/or Open House?

- Handout at the GO Station: 65.28%
- York Region Social Media (Facebook or Twitter): 11.00%
- Direct mail / Flyer: 10.76%
- Other (please specify): 9.38%
- Newspaper Ad: 3.67%
- Word of Mouth: 3.42%
- Email from the project team: 2.20%
- Road Sign: 1.20%

Question 7 (399 Answered, 10 Skipped): Do you generally agree with the problems and opportunities identified for 16th Avenue?

Do You Generally Agree with the Problems and Opportunities Identified for 16th Avenue?

- Yes: 92.73%
- No: 7.27%
Question 9 to Question 14:

Question 9 (380 Answered, 29 Skipped): The preferred solution for 16th Avenue between Yonge Street and Bayview Avenue is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

Question 10 (377 Answered, 32 Skipped): The preferred solution for 16th Avenue between Bayview Avenue and Leslie Street is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

Question 11 (377 Answered, 32 Skipped): The preferred solution for 16th Avenue between Leslie Street and Woodbine Avenue is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

Question 12 (377 Answered, 32 Skipped): The preferred solution for 16th Avenue between Woodbine Avenue and Markham Road is to widen the road to six lanes for public transit/High Occupancy Vehicles (HOV), add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

Question 13 (380 Answered, 29 Skipped): The preferred solution for 16th Avenue between Markham Road and Donald Cousens Parkway is to maintain the existing four lanes, add cycling facilities and improve sidewalks and streetscaping. Do you generally agree with this recommendation?

Question 14 (380 Answered, 29 Skipped): The preferred solution for 16th Avenue between Donald Cousens Parkway and York/Durham Line is to maintain the existing two lanes, provide paved shoulders on both sides of the street and replace drainage ditches with mountable curb. Do you generally agree with this recommendation?
**Question 15 (376 Answered, 33 Skipped):** The preferred solution for the 16th Avenue bridge over CN and Richmond Hill GO Line is to widen the bridge for to six lanes for public transit/High Occupancy Vehicles (HOV) and add continuous cycling and pedestrian facilities. Do you generally agree with this recommendation?

![Agreement with Recommendation for the CN/Richmond Hill GO Line Bridge](chart1)

**Question 16 (379 Answered, 30 Skipped):** The preferred solution along 16th Avenue at the Highway 404 crossing is to locate the Active Transportation facilities (for pedestrians and cyclists) in the median. Do you generally agree with this recommendation?

![Agreement with Recommendation for Median AT at Highway 404 Interchange](chart2)
Question 17 (377 Answered, 32 Skipped): Do you agree with the recommendation that further review of the existing Stouffville GO rail crossing of 16th Avenue is required?

Agreement with further review of Stouffville GO Rail Crossing.

- Yes: 84.08%
- No: 15.92%

Question 18 (377 Answered, 32 Skipped): Which option for the Stouffville GO Line rail crossing of 16th Avenue do you prefer the most?

Which option for the Stouffville GO Line Rail Crossing is Preferred?

- Option 1: Do Nothing - Maintain at-grade crossing (road and rail tracks at the same level) - 12.20%
- Option 2: Improve at-grade crossing (road and rail tracks at the same level) - 19.63%
- Option 3: Overpass (road raised over the rail tracks) - 39.79%
- Option 4: Underpass (road lowered under the rail tracks) - 28.38%
Schedule ‘C’ Environmental Assessment for 16th Avenue between Yonge Street and Woodbine Avenue

Appendix

B.3

Open House #2

Accessible formats are available upon request.
Summary Report – October 2017 Public Open Houses

16th Avenue Class Environmental Assessments
Yonge Street to Woodbine Avenue, and
Woodbine Avenue to York/Durham Line

Regional Municipality of York

December 4, 2017
Context for October 2017 Public Consultation

York Region is undertaking two Environmental Assessment Studies along 16th Avenue (between Yonge Street and Woodbine Avenue in the Town of Richmond Hill and City of Markham, and between Woodbine Avenue and York/Durham Line in the City of Markham). These studies identify possible improvements to 16th Avenue to address current and future transportation needs and opportunities for pedestrians, cyclists, transit users and motorists. These studies are being carried out in accordance with the requirements of the Schedule C Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act.

Public input is an important part of the multi-step 16th Avenue Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. An overview of the key consultation milestones is provided in Table 1.

Table 1: Key Consultation Milestones

<table>
<thead>
<tr>
<th>Consultation Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice of Study Commencement</td>
<td>July 2016</td>
</tr>
<tr>
<td>Open House #1</td>
<td>November 2016</td>
</tr>
<tr>
<td>Open House #2</td>
<td>October 2017</td>
</tr>
<tr>
<td>Notice of Study Completion</td>
<td>December 2018</td>
</tr>
</tbody>
</table>

The second round of public open houses was held at three locations as follows:

- Tuesday, October 10th at Edward T. Crowle Public School in the City of Markham; open house from 6:30 PM to 8:30 PM
- Wednesday, October 11th at Pierre Elliot Trudeau High School in the City of Markham; open house from 6:30 PM to 8:30 PM
- Tuesday, October 17th at the York Region Transit/Viva Bus Depot in the Town of Richmond Hill; open house from 6:30 to 8:30 PM

Each Open House included the following information:

- 24 display boards, including:
  - Overview of the study corridor and study purpose
  - Summary of the study process
  - Purpose of Open House #2
  - Summary of the feedback received to date
  - Summary of the preferred solution
  - Recommendation for future study at the Stouffville GO crossing
  - Design alternatives for road widening between Yonge Street and McCowan Road
  - Design alternatives for active transportation facilities between Yonge Street and Donald Cousens Parkway
  - Design alternatives at the Highway 404/16th Avenue interchange
  - Evaluation criteria for the design alternatives
A list of the key technical studies being undertaken as part of the EA to inform the evaluations and provide input into identification of impacts and mitigation measures

- Evaluations for the road widening design alternatives from Yonge Street to McCowan Road
- Evaluation for the active transportation alternatives for the corridor
- A map showing the summary of the recommendations for the corridor
- The recommended typical cross sections for the segment between Yonge Street and McCowan Road, McCowan Road and Donald Cousens Parkway, and Donald Cousens Parkway and York/Durham Line.
- Summary of consultation activities to date and ways to get involved in the process
- Schedule and Next Steps

- Roll plans showing a draft of the recommended designs for each of the corridor segments, displayed on tables and mounted on walls. The plans included aerial photographs and existing property lines, existing and proposed roadway centerline, existing and proposed right of way limits, proposed grading limits, retaining walls, curb lanes for transit / High Occupancy Vehicles, multi-use path, sidewalk, paved shoulder, and landscaping opportunities. Members of the public were encouraged to write comments on the plans.

- Roll plans showing preliminary design alternatives for the Highway 404/16th Avenue interchange, to illustrate options for active transportation facilities in the boulevards or in the median, which are still being considered in consultation with the Ministry of Transportation.

- Hard copies of the Comment Form

A copy of the open house display boards is included in Appendix A.

Members of the York Region and HDR study team were in attendance at the open houses to answer questions, record comments and discuss issues with the public. Members of the public filled out the sign-in sheet upon arrival, and indicating whether they wanted to be added to the project mailing list. Those who were not already on the mailing list and requested to be added, were added to the mailing list following the open houses.

In addition to the three open houses, an electronic version of the display boards and roll plans were posted online on the study website (http://www.york.ca/16thavenue), allowing members of the public to view the open house material online at their convenience and fill out an online comment form (survey) to provide their input.

Methods of Communication

Multiple methods of communication were used to update the public about the 16th Avenue Class Environmental Assessment study and invite them to the open houses, including:
- Direct mailing notice of open house to 5726 members of the public, including property owners along the study corridor and those who previously expressed an interest in the study
- Direct mailing letter and notice of open house to agencies and stakeholder groups
- Direct mailing letter and notice of open house to Aboriginal Group contacts
- Email notification to 370 individuals on the project email list promoting drop-in open houses and open house material availability on the study website
- Updates to project website, including notification of open houses, open house material, and online comment form (survey) on project website: [http://www.york.ca/16thavenue](http://www.york.ca/16thavenue)
- Notice posted on [York.ca/16thavenue](http://www.york.ca/16thavenue) project page and public notices page of York.ca on September 28, 2017
- Newspaper advertisements (Notice of open house) as follows:
  - Markham Economist and Sun circulations on September 28 and October 5, 2017
  - Richmond Hill Liberal circulations on September 28 and October 5, 2017
  - Thornhill Liberal circulation on September 28 and October 5, 2017
  - MingTao circulation on October 5, 2017
  - SingTao circulation on October 5, 2017
  - Toronto Star circulation on October 7, 2017
- Social media: YR Facebook post on October 3, 2017, YR Twitter posts on October 3, 10, 11, 14 and 17, 2017, as well as a YR Twitter post on December 28, 2017 to promote the online survey.

The communication material, including a copy of the newspaper notice, is included in Appendix B.

Feedback Received at Edward T. Crowle Public School – October 10, 2017

Forty-five (45) members of the public attended the open house at Edward T. Crowle Public School. The most common comments received at the meeting included:

- General support for road widening and limits of widening
- Inquiries regarding construction timelines, phasing, and impacts during construction
- Questions regarding property impacts
- General support for Multi-Use Path (MUP)
- Support for improved streetscaping
- Concerns regarding safety
- Interest in the Highway 404 alternatives

Members of the Study Team recorded the comments received at Edward T. Crowle Public School. They are summarized by topic in Table 2 along with the project team’s responses.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widening</td>
<td>Support for the updated limits of widening</td>
<td>Comments and varying opinions regarding road</td>
</tr>
</tbody>
</table>

Table 2: Summary of Public Comments Received at Edward T. Crowle Public School
<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disagreement with widening</td>
<td>General support for widening for Transit/High Occupancy Vehicle (HOV) improvements west of McCowan Road</td>
<td>The existing roadway capacity cannot accommodate existing and future traffic demand. Additional capacity via transit/HOV lanes is required to accommodate future volumes.</td>
</tr>
<tr>
<td>Request for widening other roads first, such as Major Mackenzie Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widen north-south roads instead</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concerns that widening will cause a bottleneck at the side roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inquiries regarding transition from 6 to 4 lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Requests to extend widening limits to Ninth Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Timing and Implementation</td>
<td>Inquiries about construction timelines, phasing, and impacts during construction</td>
<td>Construction timelines will follow York Region's latest 10-year capital roads and transit capital construction program, which is updated annually.</td>
</tr>
<tr>
<td>Requests for York Region to build infrastructure faster</td>
<td></td>
<td>Construction impacts will be minimized as feasible. A construction staging plan will be developed as part of detailed design.</td>
</tr>
<tr>
<td>Suggestions for short term improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Don’t start construction until Highway 7 improvements are complete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coordinate construction with the York Downs development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property Impacts</td>
<td>Questions about the property acquisition process</td>
<td>Affected property owners are being contacted and meetings are being scheduled to discuss property impacts.</td>
</tr>
<tr>
<td>Pedestrian and Cycling Facilities</td>
<td>General support for multi-use path (MUP)</td>
<td>Further discussions and negotiations, if required, will take place during detailed design.</td>
</tr>
<tr>
<td>Concern for MUP adjacent to the curb, specifically around Brother Andre Secondary School, with support for</td>
<td>Comments and varying opinions regarding active transportation facilities were noted.</td>
<td></td>
</tr>
<tr>
<td>Buffer width between curb</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
</tr>
<tr>
<td>------------</td>
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<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>proposed buffer between curb and MUP</td>
<td>and MUP varies based on right-of-way allowance and existing constraints, with the goal to minimize potential property impacts.</td>
</tr>
<tr>
<td></td>
<td>▪ Concerns about pedestrian/cyclist conflicts on the MUP and questions about how it</td>
<td>▪ Cycling facilities are proposed to be off-road (MUP)</td>
</tr>
<tr>
<td></td>
<td>would be signed and its material</td>
<td>▪ MUP will accommodate both cyclists and pedestrians. Signage and material will be confirmed during detailed design.</td>
</tr>
<tr>
<td></td>
<td>▪ General agreement that MUP is more desirable than separate cycle track and sidewalk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>which would require corridor-wide property acquisition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Consider more separation between MUP/ Sidewalk and road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Request that the EA team review appropriate intersection treatments for cyclists to</td>
<td></td>
</tr>
<tr>
<td></td>
<td>be incorporated into the design</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Mixed opinions regarding option to provide median active transportation facilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>at the Highway 404 interchange</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Cross walk needed to connect MUP on the north with the south east of Markham</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Agreement with recommendations to provide off road cycling facilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ MUP should be continuous along the corridor to avoid confusion</td>
<td></td>
</tr>
<tr>
<td>Transit</td>
<td>▪ Adding transit lanes on Highway 7 caused disruption</td>
<td>▪ The proposed widening is to provide Transit / HOV lanes in the curb lanes (different from Highway 7) which accommodate moving more people in fewer vehicles and provide opportunities for more efficient transit operations, resulting in reduced travel times for these users.</td>
</tr>
<tr>
<td></td>
<td>▪ Concerns regarding utilization of transit</td>
<td>▪ The current recommendations are in conformance with York Region’s TMP which designates 16th Avenue as a Frequent Transit Network (15 minute transit service).</td>
</tr>
<tr>
<td></td>
<td>▪ Support for enhancing transit to encourage ridership</td>
<td>▪ A construction staging plan will be developed in detailed design with the objective of minimizing impacts.</td>
</tr>
<tr>
<td>Streetscaping</td>
<td>▪ Support for improved streetscaping</td>
<td>▪ Comment noted</td>
</tr>
<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
</tr>
<tr>
<td>----------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Safety</td>
<td>Support for the proposed buffer / separation between curb and MUP</td>
<td>Comments noted</td>
</tr>
<tr>
<td></td>
<td>Concerns regarding speeding</td>
<td>A collision analysis was completed as part of the EA to determine recommendations for improvements at specific locations</td>
</tr>
<tr>
<td></td>
<td>Concerns regarding recent collisions and fatalities</td>
<td>Due to limited information regarding future Metrolinx plans, additional assessment at the Stouffville GO at-grade crossing will need to be completed as part of a separate study.</td>
</tr>
<tr>
<td></td>
<td>Concerns that rail crossing is unsafe as there isn’t a substantial sidewalk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Overpass is needed for railway crossing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Concerns at 16th Avenue and Markham Road including poor sight line, outflow from GO Station at Peter Street, lack of red light camera</td>
<td></td>
</tr>
<tr>
<td>Traffic Operations</td>
<td>Request for signalization at Williamson Road, which is the main access to the Greensborough neighbourhood</td>
<td>Morning and afternoon peak traffic volumes have been studied as part of the traffic analysis and considered in the development of the recommended design concepts.</td>
</tr>
<tr>
<td></td>
<td>Support for signalization at Reesor Road</td>
<td>Improvements to other roads including Markham Road are outside the scope of this study.</td>
</tr>
<tr>
<td></td>
<td>Add right turn lane heading north on Markham Road to turn onto 16th Avenue</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inquiries regarding whether the study considers traffic congestion on 16th Avenue during peak hours</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Eliminate traffic lights except at major intersections</td>
<td></td>
</tr>
<tr>
<td>Access</td>
<td>Could have more accesses to other main arteries of travel way</td>
<td>Access locations for new / proposed developments are reviewed and approved as part of the development application review process.</td>
</tr>
<tr>
<td></td>
<td>Limit accesses from housing developments to only one</td>
<td></td>
</tr>
<tr>
<td>Other Comments</td>
<td>Concerns related to the ability of infrastructure to support growth patterns in the Region</td>
<td>Comments noted.</td>
</tr>
<tr>
<td></td>
<td>Inquiries regarding a potential underpass or overpass at the Stouffville GO crossing</td>
<td>Due to lack of information regarding future Metrolinx plans, additional assessment at the Stouffville GO at-grade crossing will need to be completed as part of a separate study.</td>
</tr>
<tr>
<td></td>
<td>Interest in plans for Highway 404 interchange</td>
<td>Interchange alternatives will be further reviewed in consultation with MTO and other key stakeholders.</td>
</tr>
<tr>
<td></td>
<td>Support for localized design modifications to account for individual constraints</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Interest in material posted on the study website</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Surface run-off should be addressed as this is a problem in low lying areas</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tree planting should not block Gas Price signs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>York Region trailers and trucks left</td>
<td></td>
</tr>
</tbody>
</table>
Feedback Received at Pierre Elliot Trudeau High School – October 11, 2017

Sixty-one (61) members of the public attended the open house at Pierre Elliot Trudeau High School. Some of the most common comments received at the meeting included the following:

- Concerns regarding conflict between cyclists and pedestrians on shared MUP
- Prioritization of protection for pedestrians
- Concerns regarding property acquisition
- Suggestions for a grading easement instead of property acquisition
- Concerns regarding noise and vibration
- Inquiries regarding transition for road widening
- Support for landscaping
- Support for widening limits
- Inquiries regarding construction timelines, impacts, and costs
- General support of vision for transit

Members of the Study Team recorded the key comments received at Pierre Elliot Trudeau High School. They are summarized by topic in Table 3 along with the project team’s responses.

Table 3: Summary of Public Comments Received at Pierre Elliot Trudeau High School

<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian and Cycling Facilities</td>
<td>Support for MUP as separated facilities would require too much space</td>
<td>Comments and varying opinions regarding active transportation improvements were noted.</td>
</tr>
<tr>
<td></td>
<td>Protection for pedestrians is a priority</td>
<td>Recommendation for MUP and/or sidewalk has been determined based on right-of-way allowance and existing constraints, with the goal to minimize potential property impacts.</td>
</tr>
<tr>
<td></td>
<td>Some suggestions for dedicated cycle track/ sidewalk instead of combined MUP</td>
<td>Continuity and connectivity through paths and trails have been considered while developing the recommended designs.</td>
</tr>
<tr>
<td></td>
<td>Concerns that MUP will be underutilized</td>
<td>Interchange alternatives will be further reviewed in consultation with MTO and other key stakeholders.</td>
</tr>
<tr>
<td></td>
<td>Inquiries about median active transportation facilities at the Highway 404 interchange</td>
<td>MUP will accommodate both</td>
</tr>
<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Property Impacts</td>
<td>- Concerns regarding property acquisition and impacts to existing fences, trees, etc.</td>
<td>- The recommended design aims to minimize property impacts. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing trees or fences.</td>
</tr>
<tr>
<td></td>
<td>- Suggestions for a grading easement instead of property acquisition</td>
<td>- Affected property owners are being contacted and meetings are being scheduled to discuss property impacts.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>- Concerns regarding noise and vibration, in particular for properties backing onto 16th Ave</td>
<td>- A noise assessment is being undertaken as part of the EA study to assess existing and projected noise levels as a result of the transportation improvements. Impacts will be mitigated as feasible based on York Region’s noise policy.</td>
</tr>
<tr>
<td></td>
<td>- Suggestions to consider noise walls at some locations</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>- Safety concerns for having MUP close to the road</td>
<td>- Separation width between curb and MUP/sidewalk varies based on right-of-way allowance and existing constraints, with the goal to minimize potential impacts.</td>
</tr>
<tr>
<td></td>
<td>- Suggestions to consider extending the bridge at Bruce Creek to allow for a buffer between MUP/sidewalk and curb lane</td>
<td>- Interchange alternatives will be further reviewed in consultation with MTO and other key stakeholders.</td>
</tr>
<tr>
<td></td>
<td>- Concerns regarding MUP and Highway 404 ramp conflicts</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Concerns regarding speeding</td>
<td></td>
</tr>
<tr>
<td>Traffic Operations</td>
<td>- Concerns that the project won’t solve congestion issues</td>
<td>- Existing and future traffic conditions have been assessed to inform the recommended designs for the corridor.</td>
</tr>
<tr>
<td></td>
<td>- Suggestions to mitigate traffic delay at intersections</td>
<td>- The proposed improvements aim to address congestion through a multi-modal approach that accommodates all road users and modes. The greatest improvements will be for transit users, carpoolers, cyclists and pedestrians.</td>
</tr>
<tr>
<td></td>
<td>- Inquiries regarding the transition from 6 to 4 lanes, and potential traffic bottleneck</td>
<td></td>
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<tr>
<td></td>
<td>- Suggestions to improve traffic flow in the Highway 404 area, where residents noted there is congestion associated with the westbound right turn lane and the eastbound left turn lane</td>
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<tr>
<td></td>
<td>- Place more focus on signalization</td>
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<tr>
<td></td>
<td>- Delays at 16th Avenue and Harbord due to short signal timing for north-south</td>
<td></td>
</tr>
<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
</tr>
<tr>
<td>-------</td>
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<td>-----------</td>
</tr>
</tbody>
</table>
| Streetscaping |  - Suggestions to consider reversible lanes  
  - Support for landscaping between MUP/curb lane  
  - Existing mature trees should be protected  
  - Support for streetscaping |  - Comments noted.  
  - Where sufficient space allows, areas for landscaping opportunities have been identified and will be further developed during detailed design.  
  - The recommended design aims to minimize impacts to existing trees. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing trees. A mitigation/compensation strategy will be developed as part of detailed design. |
| Widening |  - Support for widening to the north between Kennedy Road and McCowan Road  
  - Disagreement with widening 16th Ave; suggestions to move the corridor further north where there is no existing housing (widen other roads such as Major Mackenzie Road instead of 16th Ave)  
  - Suggestions to widen other major roads such as Kennedy Road and McCowan Road instead of 16th Avenue  
  - Widen up to Markham Road to accommodate the residential development at this segment  
  - Inquiries regarding transition from 6 to 4 lanes |  - Widening about the centerline, to the north, or to the south has been determined based on the evaluation of existing conditions and constraints. Widening to the north has been proposed where there are fewer or less significant constraints on the north side. Generally, widening about the centerline balances impacts on both sides and along previously disturbed areas.  
  - Widening other roads will not address issues along 16th Avenue. However, other road improvements throughout York Region are planned, consistent with the Region’s Transportation Master Plan. |
| Construction Timing and Implementation |  - Inquiries regarding construction timelines  
  - Inquiries regarding construction impacts  
  - Inquiries regarding construction costs |  - Construction timelines will follow York Region’s latest 10-year capital roads and transit capital construction program, which is updated annually.  
  - Construction impacts will be minimized as feasible. A construction staging plan will |
Comment sheets received at Pierre Elliot Trudeau High School are provided in Appendix D.

Feedback Received at York Region Transit/VIVA Bus Depot – October 17, 2017

Thirty (30) members of the public attended the Open House at the York Region Transit/VIVA Bus Depot. Some of the most common comments received at the meeting included the following:
- Discussions regarding signal coordination
- Concerns regarding noise and pollution
- Concerns regarding property values
- Inquiries regarding property acquisition negotiation process
- Safety concerns for pedestrians
- Inquiries regarding construction timelines
- Concerns regarding space for streetscapping
- Support for enhanced transit

Members of the Study Team recorded the key comments received at the York Region Transit/VIVA Bus depot. They are summarized by topic in Table 4 along with the project team’s responses.

Table 4: Summary of Public Comments Received at the York Region Transit/VIVA Bus Depot

<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
<td>Inquiries regarding how 6 lanes will work</td>
<td>Comments noted.</td>
</tr>
</tbody>
</table>

*Other Comments*

- General support of vision for transit
- Suggestion to consider roundabouts at intersections
- Concerns regarding retaining walls and their impact on existing fences and trees
- Inquiries about snow storage

- Preliminary cost estimates for the proposed improvements will be developed during Phase 4 of the EA study.
- Comments noted.
- The recommended design aims to minimize impacts to existing features including fences and trees. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing features.
- York Region, Town of Richmond Hill, and City of Markham maintenance and operations staff have provided input related to snow storage.
<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
</table>
| Operations | and if there will be a right turn lane in addition to widening  
- Inquiries regarding access through the median  
- Inquiries regarding the symmetry of the cross-section at Strathearn Avenue. South of 16th Avenue, there is 1 southbound lane and 3 northbound lanes  
- Suggestions to check if Lockridge Avenue meets signal warrant as the intersection is not currently signalized but the design shows crosswalks  
- Discussions regarding signal coordination  
- Suggestions to consider signage and enforcement at Granton Drive rather than blocking the intersection  
- Suggestions to consider reversible lanes | The two additional lanes will be for Transit/HOV. Dedicated right-turn lanes will not be provided, so vehicles turning right will use the curb Transit/HOV lanes.  
Where a median is proposed, it will be raised and provide a physical separation between vehicles travelling eastbound and westbound. At entrances, driveways, and intersections where access is required, a break in the raised median is proposed.  
Improvements to other roads including Strathearn Ave are outside the scope of this study. |
| Noise and Pollution | Concerns regarding noise and pollution | A noise assessment is being undertaken as part of the EA study to assess existing and projected noise levels as a result of the transportation improvements. Impacts will be mitigated as feasible based on York Region’s noise policy. |
| Property Impacts | Concerns regarding the impact of road improvements on property values, particularly for homes abutting the corridor  
- Inquiries regarding grading impacts on properties  
- Inquiries regarding the process for property acquisition negotiations | The recommended design aims to minimize property impacts. At certain locations, the right-of-way is highly constrained and therefore improvements may impact adjacent properties, including existing trees or fences.  
Improved mobility and transportation choices may be beneficial to properties within the corridor.  
Affected property owners are being contacted and meetings are being scheduled to discuss property impacts.  
Further discussions and negotiations, if required, will take place during detailed design. |
<p>| Safety | Inquiries regarding speed limits | Comments noted |</p>
<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed concerns near Strathearn Avenue / Spadina Road as there is no signalization</td>
<td>A collision analysis was completed as part of the EA to determine recommendations for improvements at specific locations</td>
<td></td>
</tr>
<tr>
<td>Safety concerns as there are many children under the age of 10 who live near Fern Avenue</td>
<td>Improvements to other roads are outside the scope of this study.</td>
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<tr>
<td>Suggestions to consider speed bumps on side roads</td>
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<td></td>
</tr>
<tr>
<td>Inquiries regarding construction timelines</td>
<td>Construction timelines will follow York Region’s latest 10-year capital roads and transit capital construction program, which is updated annually.</td>
<td></td>
</tr>
<tr>
<td>Concerns that construction may coincide with Bayview Avenue widening</td>
<td>Construction impacts will be minimized as feasible. A construction staging plan will be developed as part of detailed design.</td>
<td></td>
</tr>
<tr>
<td>Concerns regarding traffic impacts during construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concerns regarding existing trees and whether there is sufficient space available for Streetscaping.</td>
<td>Where sufficient space allows, areas for landscaping opportunities have been identified and will be further developed during detailed design.</td>
<td></td>
</tr>
<tr>
<td>Streetscaping</td>
<td>The recommended design aims to minimize impacts to existing trees. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing trees. A mitigation/compensation strategy will be developed as part of detailed design.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian and Cycling Facilities</td>
<td>Comments and varying opinions regarding active transportation improvements were noted.</td>
<td></td>
</tr>
<tr>
<td>Support for active transportation improvements</td>
<td>Interchange alternatives will be further reviewed in consultation with MTO and other key stakeholders.</td>
<td></td>
</tr>
<tr>
<td>Preference for median active transportation through the Highway 404 interchange</td>
<td>Winter maintenance of active transportation facilities is being discussed with York Region, Town of Richmond Hill, and City of Markham maintenance and operations</td>
<td></td>
</tr>
<tr>
<td>Inquiries regarding winter maintenance of active transportation facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concerns regarding underutilization by pedestrians and cyclists</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
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</tbody>
</table>
| **Transit**  | ▪ Support for enhanced transit  
▪ Widen to the north as there are fewer constraints  
▪ Disagreement with widening as it is close to Highway 407 and Highway 7  
▪ Widen other roads such as Major Mackenzie Drive or Elgin Mills Road  
▪ Inquiries regarding the need for the proposed improvements  | ▪ Comment noted.  
▪ Widening about the centerline, to the north, or to the south has been determined based on the evaluation of existing conditions and constraints. Widening to the north has been proposed where there are fewer or less significant constraints on the north side. Generally, widening about the centerline balances impacts on both sides and along previously disturbed areas.  
▪ Widening other roads will not address issues along 16th Avenue. However, other road improvements throughout York Region are planned, consistent with the Region's Transportation Master Plan.  
▪ The existing roadway capacity cannot accommodate existing and future traffic demand. Additional capacity via Transit/HOV lanes is required to accommodate future volumes. |
| **Widening** | ▪ Concerns expressed regarding current pavement deficiencies  
▪ General discussion regarding tradeoffs between proposed improvements and resulting impacts  
▪ Concerns regarding retaining walls and their impact on existing fences  
▪ Discussion regarding new airport proposal in Pickering which may call for an extension of 16th Avenue to Pickering and road widening west of York/Durham Line  | ▪ Comments noted  
▪ A geotechnical and pavement investigation is being completed as part of the study.  
▪ Existing pavement deficiencies are addressed through ongoing maintenance and operations programs.  
▪ The recommended design aims to minimize impacts to existing features including fences and trees. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing features.  
▪ As part of the EA study, the team is consulting with staff. |

*HDRinc.com Address: 100 York Boulevard, Suite 300, Richmond Hill, ON, CA L4B 1J8  
(289) 695-4600*
Comment sheets received at the York Region Transit/VIVA Bus Depot are provided in Appendix E.

Feedback Received through Online Survey – October 10, 2017 to September 13, 2018

153 members of the public provided comments through the online survey between October 10, 2017 and September 13, 2018. The most common comments received include:

- Traffic Operations
- Noise, Pollution and Vibration
- Property Impacts
- Safety
- Construction Timing and Implementation
- Streetscaping
- Pedestrian and Cycling Facilities
- Transit / High Occupancy Vehicles (HOV) Lanes
- Widening
- Access
- Alternative Designs and Recommendations
- Other

Members of the Study Team recorded the key comments received at the York Region Online Survey. They are summarized by topic in Table 5. The responses are provided below.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments and Questions</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Operations</td>
<td>▪ Inquiries regarding how 6 lanes will work and if there will be a right turn lane in addition to widening.</td>
<td>▪ Comments noted.</td>
</tr>
<tr>
<td></td>
<td>▪ Inquiries regarding access through the median.</td>
<td>▪ The two additional lanes will be for Transit/HOV.</td>
</tr>
<tr>
<td></td>
<td>▪ Inquiries regarding the symmetry of the cross-section and possible grade change.</td>
<td>Generally, dedicated right-turn lanes will not be provided, so vehicles turning right will use the curb.</td>
</tr>
<tr>
<td></td>
<td>▪ Suggestions to provide crosswalks in order to access MUPs from the south of 16th Avenue.</td>
<td>▪ Where a median is proposed, it will be raised and provide a physical separation between vehicles travelling eastbound and westbound. At entrances, driveways, and</td>
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<tr>
<td></td>
<td>▪ Discussions regarding signal coordination and flow of traffic.</td>
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<td>▪ Suggestions to consider signage</td>
<td></td>
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<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
</tr>
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<td>------------------------------</td>
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<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Noise, Pollution and Vibration</strong></td>
<td>- Impacts on winter maintenance due to Widening.</td>
<td>A noise assessment is being undertaken as part of the EA study to assess existing and projected noise levels as a result of the transportation improvements. Impacts will be mitigated as feasible based on York Region's noise policy.</td>
</tr>
<tr>
<td></td>
<td>- Suggestions to consider reversible lanes</td>
<td></td>
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<tr>
<td></td>
<td>- Concerns regarding noise, Vibration and pollution due to widening.</td>
<td></td>
</tr>
<tr>
<td><strong>Property Impacts</strong></td>
<td>- Concerns regarding the impact of road improvements on property values, particularly for homes abutting the corridor</td>
<td>The recommended design aims to minimize property impacts. At certain locations, the right-of-way is highly constrained and therefore improvements may impact adjacent properties, including existing trees or fences.</td>
</tr>
<tr>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>- Inquiries regarding the process for property acquisition negotiations</td>
<td></td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td>- Inquiries regarding speed limits</td>
<td>Comments noted</td>
</tr>
<tr>
<td></td>
<td>- Speed concerns between Warden and McCowan.</td>
<td>A collision analysis was completed as part of the EA to determine recommendations for improvements at specific locations.</td>
</tr>
<tr>
<td></td>
<td>- Safety concerns as there are many children under the age of 10 who live near Bayview Avenue.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Suggestions to consider speed bumps on side roads</td>
<td>Improvements to other roads are outside the scope of this study.</td>
</tr>
<tr>
<td><strong>Construction Timing and Implementation</strong></td>
<td>- Inquiries regarding construction timelines</td>
<td>Construction timelines will follow York Region’s latest 10-year capital roads and transit capital construction program, which is updated annually.</td>
</tr>
<tr>
<td></td>
<td>- Concerns that construction may coincide with Bayview Avenue widening</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Concerns regarding traffic impacts</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>------------------------------------</td>
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</tr>
<tr>
<td><strong>Streetscaping</strong></td>
<td>• Concerns regarding existing trees and whether there is sufficient space available for Streetscaping.</td>
<td>• Construction impacts will be minimized as feasible. A construction staging plan will be developed as part of detailed design. Where sufficient space allows, areas for landscaping opportunities have been identified and will be further developed during detailed design. The recommended design aims to minimize impacts to existing trees. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing trees. A mitigation/compensation strategy will be developed as part of detailed design.</td>
</tr>
</tbody>
</table>
| **Pedestrian and Cycling Facilities** | • Support for active transportation improvements  
• Preference for Normalization of 16th Avenue and Highway 404 interchange  
• Inquiries regarding winter maintenance of active transportation facilities  
• Concerns regarding underutilization by pedestrians and cyclists | • Comments and varying opinions regarding active transportation improvements were noted.  
• Interchange alternatives will be further reviewed in consultation with MTO and other key stakeholders.  
• Winter maintenance of active transportation facilities is being discussed with York Region, Town of Richmond Hill, and City of Markham maintenance and operations staff. |
| **Transit / High Occupancy HOV Lanes** | • Support for enhanced transit Widen to the north as there are fewer constraints  
• Disagreement with widening as it is close to Highway 407 and Highway 7  
• Widen other roads such as Major Mackenzie Drive or Elgin Mills Road  
• Inquiries regarding the need for the proposed improvements | • Comment noted.  
• Widening about the centerline, to the north, or to the south has been determined based on the evaluation of existing conditions and constraints. Widening to the north has been proposed where there are fewer or less significant constraints on the north side. Generally, widening about the centerline balances impacts on both sides and |
<table>
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<tr>
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<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widening</td>
<td>Support for the updated limits of widening</td>
<td>Comments and varying opinions regarding road widening were noted.</td>
</tr>
<tr>
<td></td>
<td>Disagreement with widening</td>
<td>The existing roadway capacity cannot accommodate existing and future traffic demand. Additional capacity via transit/HOV lanes is required to accommodate future volumes.</td>
</tr>
<tr>
<td></td>
<td>General support for widening for Transit/High Occupancy Vehicle (HOV) improvements west of McAllan Road</td>
<td>Widening of other roadways will not address issues along 16th Avenue; however, improvements to other Regional roads are being considered per the recommendations of the Region’s Transportation Master Plan.</td>
</tr>
<tr>
<td></td>
<td>Request for widening other roads first, such as Major Mackenzie Drive</td>
<td>Limits of widening were determined based on traffic assessment and in consideration of study corridor constraints and characteristics.</td>
</tr>
<tr>
<td></td>
<td>Widen north-south roads instead</td>
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<td></td>
<td>Concerns that widening will cause a bottleneck at the side roads</td>
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<td></td>
<td>Inquiries regarding transition from 6 to 4 lanes</td>
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<tr>
<td></td>
<td>Requests to extend widening limits to Ninth Line</td>
<td></td>
</tr>
<tr>
<td>Topic</td>
<td>Comments and Questions</td>
<td>Responses</td>
</tr>
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</tbody>
</table>
| Access                            | ▪ Could have more accesses to other main arteries of travel way  
▪ Limit accesses from housing developments to only one  
▪ Impacts to access due to MUP and sidewalk relocation.                                                                                                     | ▪ Comments were noted.  
▪ Access locations for new / proposed developments are reviewed and approved as part of the development application review process. \  
▪ Comments were noted.  
▪ A geotechnical and pavement investigation is being completed as part of the study.  
▪ Existing pavement deficiencies are addressed through ongoing maintenance and operations programs. \  
▪ The recommended design aims to minimize impacts to existing features including fences and trees. At certain locations, the right-of-way is highly constrained and therefore improvements may impact existing features. |
| Alternative Designs and Recommendations | ▪ Support for active transportation improvements only on north side of 16th Ave Corridor.  
▪ Support for grade separation for AT facilities.  
▪ Preference of MUP on north side and Designated Sidewalk on south side of 16th Avenue through the Highway 404 interchange.  
▪ Concerns regarding underutilization of AT facilities by pedestrians and cyclists.                                                                 | Comments were noted. and informed the project team in finalizing the recommendations \  
▪ Concerns expressed regarding current pavement deficiencies  
▪ General discussion regarding tradeoffs between proposed improvements and resulting impacts  
▪ Concerns regarding retaining walls and their impact on existing fences.  
▪ Discussion regarding impacts of York Downs development and its impact on nearby residents.                                              |
| Other                             | ▪ Comments were noted.  
▪ Concerns expressed regarding current pavement deficiencies  
▪ General discussion regarding tradeoffs between proposed improvements and resulting impacts  
▪ Concerns regarding retaining walls and their impact on existing fences.  
▪ Discussion regarding impacts of York Downs development and its impact on nearby residents.                                                                 |                                                                                                                                                                                                         |

Survey responses are summarized in **Appendix F**.